

3.0 Goals, Objectives and Policies

This section presents the recommended goals, objectives and policies for the Carlsbad Pedestrian Master Plan. The goals and objectives provide the long-term vision and serve as the foundation of the plan, while the policies provide more specific descriptions of actions to undertake to implement the plan.



As part of the Pedestrian Master Plan, the goals, objectives and implementing policies of the existing 2004 General Plan Circulation and Land Use Elements have been expanded upon to provide an updated and comprehensive set of goals, objectives and policies covering Streets and Traffic Control, Alternative Modes of Transportation, Overall Land Use Policies, Residential Land Uses, Commercial Land Uses and the Village. Goals, objectives and policies shown in *italics* are taken directly from these existing General Plan Circulation and Land Use Elements.

3.1 Streets and Traffic Control

3.1.1 Goals

- Goal 1. *A City with inviting streetscapes that encourage walking and promote a sense of neighborhoods in residential developments.* (Street and Traffic Control Goal A.5)
- Goal 2. *A City with streets designed to balance vehicular requirements with the needs of all pedestrians including children, the elderly and the disabled.* (Street and Traffic Control Goal A.6)
- Goal 3. *A City with a circulation system that promotes alternative transportation such as walking, bicycling and public transportation.* (Street and Traffic Control Goal A.8)

3.1.2 Objectives

- Objective 1. *To design streets for the safe and efficient movement of people, goods and services in the most environmentally sound manner possible.* (Street and Traffic Control Objective B.2)
- Objective 2. *To design new subdivisions with streets where trees, parkways and traffic calming measures beautify neighborhoods, slow vehicle speeds, maintain on-street parking and encourage residents to walk or bicycle.* (Street and Traffic Control Objective B.8)

3.1.3 Implementing Policies

- Policy 1. *Require new subdivisions to provide walkways linking homes with stores, schools, businesses and transportation corridors, etc.* (Street and Traffic Control Implementing Policy C.20)
- Policy 2. *Require new subdivisions to incorporate parkways to encourage pedestrian activity.* (Street and Traffic Control Implementing Policy C.21)
- Policy 3. *Require residential subdivisions to provide street connectivity to the maximum extent feasible by limiting the use of single access streets.* (Street and Traffic Control Implementing Policy C.22)

3.2 Alternative Modes of Travel

3.2.1 Goals

- Goal 1. *A City which promotes, encourages, and accommodates a variety of transportation modes as alternatives to the automobile.* (Alternative Modes of Transportation Goal A)

3.2.2 Objectives

- Objective 1. *To provide infrastructure and facilities necessary to accommodate pedestrians, bicycles, and other non-automobile modes of transportation.* (Alternative Modes of Transportation Objective B.1)
- Objective 2. *To reduce the number and severity of vehicular, bicycle and pedestrian-related accidents.* (Alternative Modes of Transportation Objective B.2)
- Objective 3. *To prioritize future sidewalk construction.* (Alternative Modes of Transportation Objective B.3)

3.2.3 Implementing Policies

- Policy 1. *Encourage the construction of sidewalks along all public roadways with special emphasis given to collectors, arterials, and areas with high pedestrian traffic generators such as schools, commercial centers, transportation facilities, public buildings, beaches and parks.* (Alternative Modes Implementing Policy C.1)
- Policy 2. *Encourage pedestrian circulation in commercial areas through the provision of convenient parking facilities, increased sidewalk widths, pedestrian-oriented building designs, landscaping, street lighting and street furniture.* (Alternative Modes Implementing Policy C.2)
- Policy 3. *Design pedestrian spaces and circulation in relationship to land uses and available parking for all new construction and redevelopment.* (Alternative Modes Implementing Policy C.3)
- Policy 4. *Link public sidewalks to the network of public and private trail systems.* (Alternative Modes Implementing Policy C.4)

- Policy 5. *Provide for handicapped access to and along public sidewalks and along as much of the trail system as feasible. (Alternative Modes Implementing Policy C.5)*
- Policy 6. *Install sidewalks and trail systems within existing and new industrial developments. (Alternative Modes Implementing Policy C.6)*
- Policy 7. *Encourage school districts to implement safety programs for pedestrians and bicyclists within the public school system. (Alternative Modes Implementing Policy C.7)*
- Policy 8. *Maintain a Traffic Safety Commission composed of Carlsbad citizens for the purpose of studying matters of traffic and pedestrian safety and making recommendations to the City Council regarding measures to promote and improve traffic and pedestrian safety. (Alternative Modes Implementing Policy C.8)*
- Policy 9. *Employ improved traffic control devices and monitor police accident reports to increase pedestrian and bicyclist safety. (Alternative Modes Implementing Policy C.9)*
- Policy 10. *Prepare and maintain an inventory of all missing and incomplete sidewalk segments within the City for the purpose of prioritizing future sidewalk connections. (Alternative Modes Implementing Policy C.10)*
- Policy 11. *Provide linkage to bus, pedestrian and bicycle routes from any new light rail commuter transit facility. (Alternative Modes Implementing Policy C.18)*
- Policy 12. *Encourage passive and active use of the railroad right-of-way as trail linkage and bicycle pathway. (Alternative Modes Implementing Policy C.19)*

3.3 Overall Land Use Patterns

3.3.1 Goals

- Goal 1. *A City which provides for an orderly balance of both public and private land uses within convenient and compatible locations throughout the community and ensures that all such uses, type, amount, design and arrangement serve to protect and enhance the environment, character and image of the City. (Overall Land Use Pattern Goal A.2)*

3.3.2 Objectives

- Objective 1. *To create a distinctive sense of place and identity for each community and neighborhood of the City through the development and arrangement of various land use components. (Overall Land Use Pattern Objective B.1)*

3.3.3 Implementing Policies

- Policy 1. Use the Pedestrian Design Guidelines contained in this Plan to guide development of pedestrian facilities.

Policy 2. Encourage new subdivisions to incorporate street designs, appropriate widths, and standards to reduce vehicle speeds and encourage pedestrian activity.

Policy 3. *Evaluate each application for development of property with regard to the following specific criteria:*

- *The provision of public and/or private usable open space and/or pathways designated in the Open Space and Parks and Recreation Elements.*
- *Contributions to and extensions of existing systems of foot or bicycle paths, equestrian trails, and the greenbelts provided for in the Circulation, Parks and Recreation and Open Space Elements of the General Plan.*
- *Development proposals which are designed to provide safe, easy pedestrian and bicycle linkages to nearby transportation corridors. (Overall Land Use Pattern Implementing Policy C.7)*

3.4 Residential

3.4.1 Goals

Goal 1. *A City with neighborhoods that have a sense of community where residents including children, the disabled and the elderly feel safe and comfortable traveling to daily destinations; where homes and trees line the streets; where central gathering places create focal points; and where recreation areas are provided for a variety of age groups. (Residential Land Use Goal A.2)*

3.4.2 Objectives

Objective 1. *To ensure that new development is designed with the focus on residents instead of the automobile by providing: pedestrian-friendly, tree-lined streets; walkways to common destinations such as schools, parks and stores; homes that exhibit visual diversity, pedestrian-scale and prominence to the street; and recreation amenities for a variety of age groups. (Residential Land Use Objective B.5)*

3.4.3 Implementing Policies

Policy 1. *Require new residential development to provide pedestrian and bicycle linkages, when feasible, which connect with nearby community centers, parks, schools, points of interest, major transportation corridors and the proposed Carlsbad Trail System. (Residential Land Use Implementing Policy C.11)*

3.5 Commercial

3.5.1 Goals

Goal 1. *A City that provides for the development of compatible, conveniently located local shopping centers. (Commercial Land Use Goal A.2)*

3.5.2 Objectives

- Objective 1. *To ensure that all residential areas are adequately served by commercial areas in terms of daily shopping needs which include convenience goods, food, and personal services. “Adequately served” means no residential area is outside the primary trade area of the nearest local shopping center. (Commercial Land Use Objective B.2)*

3.5.3 Implementing Policies

- Policy 1. *Build and operate local shopping centers in such a way as to complement but not conflict with adjoining residential areas. This shall be accomplished by:*
- *Providing bicycle and pedestrian links between proposed local commercial centers and surrounding residential uses. (Commercial Land Use Implementing Policy C.3)*
- Policy 2. *Comprehensively design all commercial centers to address common ingress and egress, adequate off-street parking and loading facilities. Each center should be easily accessible by pedestrians, bicyclists, and automobiles to nearby residential development. (Commercial Land Use Implementing Policy C.4)*
- Policy 3. *Ensure that all commercial development provides a variety of courtyards and pedestrian ways, bicycle trails, landscaped parking lots, and the use of harmonious architecture in the construction of buildings. (Commercial Land Use Implementing Policy C.7)*

3.6 Village

3.6.1 Goals

- Goal 1. *A City which preserves, enhances, and maintains the Village as a place for living, working, shopping, recreation, civic and cultural functions while retaining the village atmosphere and pedestrian scale. (Village Land Use Goal A.1)*
- Goal 2. *A City which creates a distinct identity for the Village by encouraging activities that traditionally locate in a pedestrian-oriented downtown area, including offices, restaurants, and specialty retail shops. (Village Land Use Goal A.2)*
- Goal 3. *A City that encourages a variety of complementary uses such as a combination of residential and commercial uses to generate pedestrian activity and create a lively, interesting social environment and a profitable business setting. (Village Land Use Goal A.4)*

3.6.2 Objectives

- Objective 1. *To implement the Redevelopment Plan by developing a comprehensive plan to address the unique residential and commercial needs of this segment of the community. (Village Land Use Objective B)*

3.6.3 Implementing Policies

- Policy 1. *Seek ways of strengthening existing establishments through façade and streetscape improvements, upgraded public and private landscaping and aesthetically-upgraded signage. (Village Land Use Implementing Policy C.4)*
- Policy 2. *Promote the inclusion of housing opportunities in the Village as part of a mixed-use concept. (Village Land Use Implementing Policy C.5)*

3.7 Transportation Corridor

3.7.1 Goals

- Goal 1. *A City which supports the improvement and modernization of railroad facilities within Carlsbad and the region. (Transportation Corridor Land Use Goal)*

3.7.2 Objectives

- Objective 1. *To encourage the use of the excess railroad right-of-way for landscaping, parking facilities, recreation areas, trails and similar uses. (Transportation Corridor Land Use Objective B.2)*

3.7.3 Implementing Policies

- Policy 1. *Adopt a comprehensive plan addressing the design and location of future commuter rail stations as well as methods of improving the appearance and public use of the railroad right-of-way. (Transportation Corridor Land Use Implementing Policy)*